

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world 912.
per annum.

The China Mail.

ESTABLISHED 1845

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No. 16,648.

號九十月九年六十百九千壹第

HONGKONG, TUESDAY, SEPTEMBER 19, 1916.

庚戌年九月十五日

PRICE 88.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.
SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG
Tel. 416.

HONGKONG POLICE RESERVE
BAND.
The Band will attend at the Head-
quarters Club at Home on Friday, Sept.
22nd.
ORCHESTRA.
The practice fixed for Thursday, Sept.
21st, is cancelled. All ranks will attend
the Discipline Lecture.
COMPANY PARADES.
Central Station, 3.45 p.m.
Wednesday, Sept. 20th.—No. 2 Co.
Thursday, Sept. 21st.—Nil.
Friday, Sept. 22nd.—No. 3 and 4 Cos.
Saturday.—Nil.
Thursday, Sept. 21st.—All ranks will
attend in uniform at Victoria Theatre at
7.40 p.m. punctually.
(Sgt.) F. C. JAMES,
D.S.P. (R.).

BRITISH AIRMAN'S PLUCK.
TEN ENEMY MACHINES
ATTACKED.
An extremely gallant feat was accom-
plished recently by one of our airmen,
who fell in with a squadron of 10 enemy
machines, attacked them single-handed,
and forced three to the ground, says a
Times correspondent on July 29th. He
was wounded in the fight with the first
machine.
The whole thing was witnessed from
the ground, and he was seen after the
first combat to lose control of his
aeroplane, and it looked as if he would
have to come down. He regained con-
trol, however, and returned to the
attack, and then drove down his other
two victims. It was altogether one of
the finest actions of this war, and the
public will doubtless hear more of it.
In the last two days the visibility
has much improved, and there is, and
will be, a great increase in aerial activity.
I have explained in former messages
why for some time past the condi-
tions have been all against our
airmen. Under protection of the bad
visibility which has prevailed there is
every likelihood that the enemy's flyers
will have recovered something of
their morale, and we must probably
expect them to be attempting exploits
which for some time past they have not
dared. If so, we may be sure that their
recovery will be short-lived, and we
shall promptly re-establish our
supremacy.
In the bad weather the enemy airmen
have had a chance to take breath.
Nobody who knows doubts that we shall
soon knock it out of them again.

RHEUMATISM.
HAVE you ever tried Chamberlain's
Pain Balm for rheumatism? If not
you are wasting time, as the longer this
disease runs on the harder it is to cure.
Get a bottle today, apply it with a
vigorous massage to the afflicted parts
and you will be surprised and delighted
at the relief obtained. For sale by all
Chemists and Storekeepers.

PATELL & CO.
Importers-Exporters
AND
Commission Agents
HONGKONG.
Branches:-
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:-
HANKOW,
SHANGHAI,
CANTON.
FRENCH LESSONS
G. MOUSSON
14, Morrison Hill Road.

BUSINESS NOTICES.
STEAM OR MOTOR VESSELS
6,000 Tons, 3,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destination.
INJECTORS AND STEAM PUMPS.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS
KOWLOON BAY

CIGARS
A connoisseur knows that a good Cigar in bad condition is no better than
an indifferent Cigar in good condition.
It is therefore of the utmost importance that Cigars should be kept in
a specially prepared place which will aid them to mature, and at the same time
protect them from the damaging effects of a humid atmosphere such as prevails
in this Colony during the Summer Months.
We have recently constructed a Large Drying Room for Cigars which ensures
to Customers buying from us Cigars in First Class Condition.
Brand for brand our Cigars, besides being the Cheapest in the Market (as
reference to our Price List will show), are the best.
We keep a varied assortment of Brands of the following Factories always
in Stock:-
LA CONSTANCIA.
LA COMMERCIAL.
AQUILA DEL MUNDO.
COMPANIA GENERAL.
LA INSULAR.
A. S. WATSON & Co., Ltd.,
CIGAR MERCHANTS, HONGKONG.
Telephone No. 416.

KING EDWARD HOTEL
Central Location
A. Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fixings.
Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 373.
Telegraphic Address:
'VICTORIA' J. WITCHELL,
Manager.

ANY EUROPEAN, NOT ASIATIC or
INDIAN desiring to leave the
Colony should apply in writing for per-
mission to do so to the Captain Super-
intendent of Police, at least 48 hours
before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and
stating the name of the steamer or other
vessel or the hours of the train by which
the applicant wishes to leave. Applicants
should apply in person for their passes at
the Central Police Station between the
hours of 9 a.m. to 1 p.m. and 2 p.m. to
4 p.m. daily.

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT GARS as on Week Days.

SUNDAY.
7.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.30 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT GARS as on Week Days.

SATURDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.
Season and 'prize' tickets available for
all cars not already full, running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season tickets will be issued until
payment thereof has been made at Bank
Notes or by Cheque or by Compensated order
representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Manager.

BUSINESS NOTICES.
TAKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION.
THE TAKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG LTD.
AGENTS:-
SUTHERLAND & SWIRE
Telephone No. 212.

BEWARE OF MOSQUITOES!
MOSCATINE.
THE INFALLIBLE INSECT REPELLER.
DELICIOUS PERFUME. PERFECTLY HARMLESS.
50 cts. \$1.00 \$2.50 per bottle.
PREPARED ONLY BY
THE VICTORIA DISPENSARY.
TELEPHONE 298.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF
PURE Manila ROPE
STRAND 1" to 35"
CABLE LAY 5" to 15"
4-STRAND 3" to 10"
Oil Drilling Cables of any size up to 3,000 feet in length.
Fines, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.
Hongkong, April 11, 1912.

THE HONGKONG HOTEL
GRILL ROOM
J. R. TAGGART
MANAGER

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies
rooms, Roof Garden.
Terms: From \$5 per day Mex. Telegraph add.: PEAKHOTEL.
Manager.

BUSINESS NOTICES.
GREEN ISLAND CEMENT CO., LD.
Portland Cement

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
Shewan, Tomes & Co.
GENERAL MANAGERS
HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE
HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 19th SEPTEMBER.
8. A.M. 'HONAN' 6. P.M. 'HEUNGSHAN'
10. P.M. 'FATSHAN' 8. P.M. 'KINSHAN'
WEDNESDAY, 20th SEPTEMBER.
8. A.M. 'HEUNGSHAN' 8. A.M. 'HONAN'
10. P.M. 'KINSHAN' 6. P.M. 'FATSHAN'
Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by Day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE
S.S. 'TAISHAN' Tons 2008. S.S. 'SUI TAI' Tons 1951.
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
Sundays, 2 1/2 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 3 P.M. Sundays at 7.30 A.M. and 3 P.M.
EXCURSION TO MACAO.
SUNDAY, 24th SEPTEMBER.
The Company's Steamship 'TAISHAN' will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.
CANTON-MACAO LINE
S.S. 'SUI TAI'.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDIA-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. 'SALINAM' 583 Tons, and S.S. 'NANSING' 469 Tons.
One of the above Steamships leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamships 'LINTAN' and
'SALINAM'. These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fans in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor)
Opposite the Black Pier.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Shipyards and can accommodate any craft
of 300 feet long.
Town Office, 45, COLUMBIA ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyards: Sham Shui Po, Kowloon, Hongkong. Telephone No. K. 9.
Estimates furnished on application. **WONG PING WA, Manager.**
Hongkong April 1, 1912.

Bournville
The 'COCOA de Luxe'
HIGHEST GRADE
BRITISH MADE
Cadbury
"BOURNVILLE COCOA" represents the
highest grade of nutritive cocoa present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect.
Mellin's Magazine, March, 1915.
CADBURY'S
CHOCOLATES
In Tins and Fancy Boxes
Specially Packed for Export
FROM THE FACTORY IN A CARDIFF, BOURNVILLE, W.G.



Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
have Coal and General Produce
Brokers and Commission
Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes, Maps
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telegraphic Code.
Telegraphic Address
"MERITON" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY,
the 20th September, 1916, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
A QUANTITY OF
VALUABLE OFFICE FURNITURE,
etc., etc., etc.,
Railway to Sales Rooms for Convenience
of Sale,
Comprising—
Desks and Writing Tables, Cupboards,
Pigeon Holes, Bookcases, etc., etc., etc.
Also
"One" (scab) barrelled 500 Express
Sporting Rifle with case and ammunition.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1916. 1046

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY,
the 20th September, 1916,
at 11 a.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
TWO OFFICERS' FIELD TENTS,
160 and 80 pounds each.
Also
ONE POLO SADDLE AND
SUNDRIES.
Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1916. 1047

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
the 22nd September, 1916, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
HOUSEHOLD FURNITURE, etc.,
Comprising—
Sundry Table Linen, a few pairs
Blankets, Towels, etc., 1 Persian Carpet
(practically new), Sideboards, Dinner
Wagon, Dining Tables and Chairs, 2
Chamberlains' Sofas, Arm-chairs, etc.,
Wardrobes and Toilet Tables, Double
and Single Beds, Brass-mounted
Bedsteads, etc., Miscellaneous Furniture,
several lots of Blackwood Ware, 2 Pianos,
a few lots of Porcelain, etc., Pantry and
Kitchen Utensils.

Also
A selection of Brass Jardinières, Vases,
Finger Bowls, etc.
(Full Particulars from Catalogue.)
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1916. 1048

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

AN EARLY DATE.
The following LIGHTHOUSE GRAB
etc., etc., viz—
One-coupling apparatus, complete.
Circular wick lamps.
Spare burners.
Cylinders and wicks.
Insolvent Petrol Lamps, and
apparatus, etc.
Also
A quantity of 1867 pertaining to
Mooring Buoy.

Also
A number of Locomotive wheels and
Axles.
Further particulars may be obtained
from the undersigned.
Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Aug. 24, 1916. 1049

AUCTIONS.

PUBLIC AUCTION.

By Order of the Mortgagees.

WEDNESDAY,
the 20th day of September, 1916, at
3 o'clock in the afternoon at their Sales
Rooms in Ice House Street, Victoria,
Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTY

situate at
Praya West, Victoria, Hongkong, and
registered in the Land Office as
SECTION B AND THE REMAIN-
ING PORTION OF MARINE LOT
No. 283 together with the messuages
and tenements thereon known as Nos.
28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38,
KENNEDY TOWN, Nos. 1, 2, 11, 15
and 19, HOLLAND STREET and
Nos. 2, 4 and 6 DOUGLAS LANE.

IN ONE LOT

The property is held under Crown
Lease for 999 years and contains an area
of 19,400 square feet.

For further Particulars and Conditions
of Sale apply to
Messrs. DEACON, LOOKER,
DEACON & HARSTON,
1 Des Vaux Road, Central,
Vendor's Solicitors,
or to
Messrs. HUGHES & HOUGH,
The Auctioneers.

Hongkong, Sept. 5, 1916. 609

PRELIMINARY NOTICE

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidators of
Messrs. WIRZ & CO. to sell by Public
Auction on their premises
No. 1 Ningpo Street, Yau-mat,
A LARGE QUANTITY OF

VALUABLE PLANT, MACHINERY, TOOLS, etc.,

including Cast Iron Scrap and Metals.

As follows—

One Electric Lighting Set, consisting
of High-pressure Vertical Steam Engine,
etc., etc., complete with Mountings and
Accessories, Marine Multibular Boiler,
etc., etc., complete with all
Mountings and Accessories, One
Horizontal Compound Non-Condensing
Steam Engine with Fire Connection
Valves and Storage Tanks, Several
Double Gears, Screw Cutting and
Sawing Lathes, Shears of varying
lengths, Planing Machine, com-
plete with Pulleys, etc., 1 Shaping
Machine complete with Shaft, Slitting
Machine, complete, 1 power and
hand-driven, Screwing Machine, Shaft,
etc., etc., Double Gearing Machine,
complete, One Double Pillar Drilled
Vertical Drilling Machine (equivalent
to two machines) by Appleyard & Co.,
Hull, England.

One Double Column Steam Hammer
complete with all connections, One Belt-
driven Drum Hoist for Blacksmith,
etc., etc., with connections, One
One-Wheeling Tank with agitator, Gear
Shafting, etc., etc., etc.

Also
Pulleys, assorted Bolting, a large
quantity of Miscellaneous Material,
Tools, etc., Tubes and Piping, Steel Bars,
Wrought Iron, Steel and Cast Iron
Scrap.

A large varied assortment of Brass
Valves and Corks, Brass Rods, Machine
Screws, Copper Pipes, Copper Plates,
etc., etc.

And
SUNDRY OFFICE FURNITURE, etc.
(Full Particulars from Catalogue.)
Time and Date of Sale will be published
later.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 18, 1916. 1048

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

THURSDAY,
the 21st September, 1916, commencing
at 11 a.m., at his Sales Rooms,
DORRIS STREET,
ex. S.S. "FORNADO PO"
from Lisbon.

188 CASES WINES AND PROVISIONS
(to be sold in lots to suit purchasers).

Terms—Cash on delivery.

GEO. F. HAMMERT,
Auctioneer.

Hongkong, Sept. 18, 1916. 1043

TANG YUK, District, successor to

the late SIEN YING,
14, D'ALMEIDA STREET.

TERMS VERY MODERATE

Consultation free.

SAVARESSES
SANTAL
CAPSULES

(Most Certain Cure
for Gonorrhea, etc.)

Prepared by Dr. J. Savaresse,
Paris, France.

Price 1/6 per box.

Each box contains 10 capsules.

Prepared by Dr. J. Savaresse,
Paris, France.

Price 1/6 per box.

Each box contains 10 capsules.

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Each box contains 10 capsules.

Prepared by Dr. J. Savaresse,
Paris, France.

Price 1/6 per box.

ARTISTIC TEMPERAMENT.

What is an "artistic temperament"?

It would be a great mistake, says a

writer in "The Hospital" (London), to

suppose that an artist necessarily

possesses it, or that the possessor is

necessarily an artist. Many artists are

respectable and worthy, and the man of

artistic temperament is usually neither

and is never excellent in morals, though

he has often a fair share—sometimes a

considerable share—of ability. The man

of artistic temperament has the artist's

sensitiveness to various impressions, his

appreciation of beauty, and grace of

sound, colour, and form. He is a

potential artist; but he has not industry

or application. He may produce verses,

essays, pictures, or music, but all is

stamped with the mark of the amateur.

The writer has apparently had some

unfortunate experiences with friends of

this type for his good.

"If every man embodies the traits of

some animal, and will at his death be

reincarnated as the animal whose na-

ture he shares, then the possessor of the

artistic temperament will undoubtedly

spend the next phase of his existence as

a cat. He has the cat's self-absorption

and aloofness from his fellow; the cat's

indifference to social ties and obligations;

the cat's sleekness and sedulous care of

its person; the cat's incapacity for

steady industry, and habit of acting by

fits and starts; the cat's luxuriousness

and self-indulgence; the cat's fondness

for play; and usually the cat's dis-

honesty and cruelty.

"The man of artistic temperament has

usually been a spoiled child, and no

doubt a good deal of the undisciplined

excesses of his adult life are due to the

want of discipline in his childhood; but

his traits are inborn, and though indus-

try and discipline would eradicate

them, very often in his childhood he

has been puny; his health has been deli-

cate, and so he has been indulged, has

escaped the wholesome discipline of

a punishment that a healthy child would

have suffered. Often he is the only son,

and has been indulged on this account;

often he has had a doting mother; often

he has lost his father in early life; but

though these conditions favour the

development of the artistic tempera-

ment, they do not create it. The dis-

position is inborn, and though it may be

diminished by a sound and judicious

bringing up, and fostered by an indig-

ent and foolish education, there is no

reason to suppose that it can be either

created or destroyed by the action of

the environment. The artistic tempera-

ment is certainly not strongly hereditary,

and it may be doubted whether it is

hereditary at all. It is hereditary in the

sense that it is a quality of the human

mind, and it is hereditary in the sense

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A WEEK ON THE WESTERN FRONT.

London, September 8th.

The following is Mr. John Buchan's

summary of the week on the British

fronts—

The past week on the Western Front

has been one of remarkable success.

On Sunday, 3rd September, the British

attacked early in the morning near

Mouquet Farm towards Thiepval.

There the Australians encountered part

of the Reserve of the Prussian Guards

and took several hundred prisoners.

They sharpened still further the Thiepval

salient, carried several fortified positions

and won ground east of Mouquet Farm.

The British right, attacking in the

afternoon swept through Guillemont to a

point 500 yards to the east. They

captured Ginchy also but were compelled

later to relinquish the eastern part of the

village. Further south they forced their

way to the edge of Falfeltmont Farm,

where they joined hands with the

triumphant French advance of the same

day. By evening the British had

captured the enemy's defences to a depth

of 800 yards on a front of 3,000. All

counter-attacks were beaten off and on

Monday further ground was gained at

Falfeltmont Farm during the night.

In a deluge of rain they pressed on and

before mid-day on Tuesday, 5th Septem-

ber, were nearly a mile east of Guillemont

and well into Leuze Wood.

During that day they won most of the

Wood and held all the ground between it

and Ginchy on one side and Falfeltmont

Farm on the other.

During Tuesday night the whole of the

Wood was taken and the British were

less than a thousand yards from the town

of Comblès, on which the French were

pressing.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE BRITISH ADVANCE.

ENEMY'S FORMIDABLE POSITIONS.

LONDON, Sept. 13. A despatch from the British Headquarters in France particulars the Battle of the 15th and 16th inst. The attack extended to Louza Wood from Pozieres. The enemy's positions were most formidable and included a treble line of entrenchments connected by strong subsidiary trenches, and also advanced positions protected by machine guns, while four miles behind was a fourth main line of trenches. The defence was supported by a thousand guns.

Our infantry, accompanied by heavy armoured cars, advanced and turned the front enemy line everywhere, except at two points. These they neglected temporarily though one was taken later. Flies were captured, then Marlborough and Combermere. The positions gained enable the heavy artillery of the enemy. Armoured cars in the van knocked out the enemy's machine guns, and caused indescribable demoralisation. All counter-attacks were repulsed, and the results of the fighting were field.

It is the most important and probably the most effective blow the British have yet dealt the enemy, especially to its morale. Since July 1st the British have engaged 85 German Divisions, of which 29 have been defeated and withdrawn exhausted.

THE WESTERN FRONT.

PARIS, Sept. 18. Two German aeroplanes were brought down. Our air squadrons bombed the railway stations at Nantillois, Villers-Carbonel and Horry, causing serious damage.

THE ITALIAN FRONT.

ENEMY'S EFFORTS, TO CHECK ITALIAN ADVANCE.

ROME, Sept. 18. A semi-official statement says the enemy are hurrying up reinforcements and trying by bombardments of unprecedented violence to check the Italian advance in the Carso region. They also attempted diversions east of Civaron and the Sugana Valley which were repulsed with heavy loss.

Persistent attacks, preceded and supported by extremely violent bombardment of our new positions in Carso, have been driven off. Three hundred prisoners have been taken.

BRITISH NAVAL AEROPLANES BOMB ST. DENIS.

LONDON, Sept. 18. It is officially announced that a squadron of Naval aeroplanes dropped a large number of bombs on an enemy aerodrome at St. Denis, Western, on the 17th inst. with successful results. One of our machines was forced to land in Holland and the pilot has been interned.

Answering questions regarding the Countess Markievicz, arrested during the Irish rising, the Home Secretary said she was to be removed from Mountjoy Prison, Dublin, to a prison in England, and would be treated as a Catholic. Her husband is serving with the Russian army. No communications have been received from the Russian or United States Governments regarding her.

TREATMENT FOR DYSENTERY.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy, followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. It is sold by Chemists and Druggists.

THE EGYPTIAN FRONTIER.

ANZAC MOUNTED TROOPS AND CAMEL CORPS IN ACTION.

LONDON, Sept. 19. General Murray reports that a mobile column of Anzac Mounted Troops and a Camel Corps, with artillery, left Bir-el-Abd on the 6th inst. to reconnoitre west of El Arish. They attacked the enemy at Bir-el-Mazra, sixty-five miles from the Canal on the 17th inst., and penetrated their trenches at several points, inflicting considerable casualties. The artillery meanwhile shelled the enemy camps. The Turks were apparently surprised. Our aircraft fired on parties of them, including German officers, riding rapidly towards El Arish. We took prisoners. Our casualties were slight.

EARLIER TELEGRAMS.

FIGHTING IN DOBRUDJA.

THE ALLEGED ENEMY VICTORY.

LONDON, Sept. 18. The situation in Dobrudja is confusing. The only definite information of the alleged enemy victory comes from Bulgarian sources, claiming the capture of 25,000 Russians and Rumanians, but the dates are conflicting and the total obviously includes the garrison of Turtukai. The truth appears to be that the Russians and Rumanians were forced back.

GROWING BITTERNESS AGAINST THE KAISER.

It is noteworthy that the German *communist* does not give details of the victory, but merely says that the pursuit continues. Indeed, a Rotterdam telegram describes Berlin as being plunged in depression as the result of the official failure to confirm the Kaiser's boast of victory. The telegram also says there is a growing bitterness against the Kaiser, who is believed to have deliberately misled his subjects with a view of diverting their attention from the Somme, where the Germans had been taught to believe that the positions which have been captured by the British were impregnable.

SERBIAN VICTORY.

ODESSA, Sept. 18. A Serbian division in the early fighting in Dobrudja repulsed eighteen attacks by the Germans and Bulgarians, and routed at the point of the bayonet German cavalry who tried to take the Serbians in the rear. After three hours' fighting at close quarters the enemy lost approximately 5,000.

THE Y.M.C.A. IN CHINA.

The annual report of the National Committee of the Young Men's Christian Associations of China for the year 1915 which has just left the press shows the membership to be 12,692 as compared with 11,718 for the previous year. Concerning the policy for the year the report has the following to say: "The work of the Young Men's Christian Association in China has shown marked progress during the past year in spite of the uncertainty occasioned by the European War, the internal political changes and the floods and typhoons in certain sections. These and other causes, however, have led to the adoption of a policy of intensive development rather than extension, although the demand for expansion has been as great as in any previous year. The National Committee has not encouraged the organization of new city Associations except where trained secretaries could be secured and where conditions ensured permanence and efficiency. Student Associations were formed only in institutions where conditions ensured efficient organizations."

Reports for the year show closer cooperation than ever before between the churches and the Associations in their religious work programme, increased attention to the promotion of Bible study, encouraging numbers added to the churches, progress in secretarial training, greater permanent equipment, growth in membership, more effective service by and for members, a larger and more varied service to city young men. One of the most important advances of the year was made in securing and training secretaries, says the report. The size and growth of the staff can be seen from the following table:

Year	1907	1908	1909	1910	1911	1912	1913	1914	1915
Foreign secretaries	22	20	20	20	20	20	20	20	20
Chinese secretaries	10	10	10	10	10	10	10	10	10

This table shows the steady increase in the number of Chinese secretaries as compared with those sent from abroad. While the foreign secretaries have increased twelvefold in the past fourteen years, the Chinese staff has multiplied nearly forty-fivefold in the same time. These figures reflect the growing importance of the Y.M.C.A. in China, and the full time of the work.

CHINESE AFFAIRS.

(Yah Tsai Fo's Service.)

CHINA'S NEW LOAN.

\$100,000,000 TO BE BORROWED.

PEKING, Sept. 17.

Mr. Chan Kam To (Minister of Finance) has made public announcement of the borrowing of \$100,000,000. Of this sum

\$25,000,000 will be for the redemption of the notes of the Bank of China and the Bank of Communications.

\$20,000,000 for the disbandment of troops.

\$5,000,000 for a reorganization of the Provinces.

\$4,000,000 for collecting the copper cash.

\$8,000,000 for communications.

\$10,000,000 to make up the deficit in this year's Budget.

The Loan is covered by:

Land Tax \$12,000,000

Business Tax 20,000,000

House Tax 10,000,000

Mining Tax 8,000,000

Income Tax 10,000,000

Salt Tax 110,000,000

These, with the Silk, Sugar, and other taxes, will fully cover the Loan and leave a surplus of \$800,000,000.

TANG SHAO YI IN PEKING.

THE GUIDING PRINCIPLE OF CHINA'S FOREIGN POLICY.

PEKING, Sept. 18.

Tang Shao Yi, arrived in Peking to take up the appointment of Minister of Foreign Affairs. The President granted him a guard of honour.

It is stated that Tang Shao Yi makes his acceptance of office conditional on the concession of the following five points: (1) Full authority in the appointment of the country's representatives abroad; (2) closer relationship with Japan to be principal object of foreign policy; (3) full authority in deciding diplomatic questions; (4) no foreign loan to be closed without his concurrence; (5) that he should be consulted on questions of National Defence, since these have a close connection with diplomacy.

There appears to be no objection to the first four conditions but there is some hesitation to concede the fifth.

IMPEACHMENT OF THE MINISTER OF JUSTICE.

PEKING, Sept. 18.

The Tukwans (Military Governors) of seven Provinces have impeached Chang Yui Tseng, the Minister of Justice, for his connection with the recent Opium scandal at Shanghai.

In their joint telegram to the Government they say: "We are acting regardless of the criticism directed against intervention of the military in politics, but on the principle that every individual is responsible for his country's welfare."

THE DISSOLUTION OF PARLIAMENT DEMAND.

PEKING, Sept. 18.

The Tukwans of Anhui, Hupai, Honan, Shantung, and Fushan have telegraphed to the Central Government recommending the dissolution of Parliament on the ground that the members have not made any progress in drafting the Constitution, but are quarrelling over insignificant points. Even if a Constitution could be drafted in a short time, these Tukwans declare it could not be the country's fundamental law. They therefore suggest the election of a new Parliament, and threaten that if this is not done they will carry out their own decisions.

It is reported that the action of these Tukwans is due to Parliament having the intention to revise the Provincial Assemblies and to impeach certain Provincial officials.

Their indignation culminated in a conference at Chuchow on the occasion of the Moon Festival at which they decided to take this drastic measure.

REMEMBER THE NAME.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy, is what has been called the "Chinese Remedy" for many years. It is a simple, safe, and effective medicine for all cases of Colic, Cholera, and Diarrhoea. It is sold by Chemists and Druggists.

AMERICAN CABLES.

(FROM THE MANILA "CABLENEWS.")

PORTLAND, Me., Sept. 17.

With almost all of the cities and towns throughout the State heard from the result of yesterday's election shows the Republicans to have made almost an entire clean sweep.

Carl F. Milliken, the Republican candidate, has been elected governor, defeating Governor Oakley C. Curtis of Portland, who sought re-election on the Democratic ticket. Governor-elect Milliken's plurality over his opponent was over 13,000. Indications are that the Republicans have gained control of both houses of the legislature as well.

In addition, one Republican was elected to the U. S. Senate, Frank B. Haines, son of the late Senator Hale of Maine, defeating Senator Charles F. Johnson of Waterville who sought re-election, making the endorsement of the national administration the chief issue of his campaign.

Three out of four congressmen elected are Republicans, the only Democrat chosen being Congressman McGillicuddy of Lewiston who was re-elected.

The complete vote for the head of the ticket was as follows:

Republican 77,045

Democrat 64,807

Republican plurality 12,238.

The vote for governor in 1914 was as follows:

Curtis, Democrat 62,000

Haines, Republican 58,562

Gardner, Progressive 18,235

From the very first returns received here from some of the smaller towns where the vote was counted very quickly it was indicated that the Republicans would be far in the lead over the Democrats. Republican leaders were especially elated over the support given by former members of the Progressive party who voted almost solidly with the Republicans. A feature of the campaign was the advocacy of national issues and the Democrats made their fight purely on the endorsement of the national administration.

In the first congressional district, Asher C. Hinds of Portland was re-elected by a large plurality. In the second district, which comprises Lewiston and manufacturing towns with a large labor vote, D. J. McGillicuddy, Democrat, was re-elected. J. A. Peters was again chosen by the Republicans in the third district as was F. E. Guernsey in the fourth district.

A strong labour vote was polled by the Republicans in the down state cities.

THE PRICE OF BREAD.

CHICAGO, September 9.

The association of Master Bakers in convention in this city, is advocating an increase in the price of bread to twenty cents a loaf.

PRESIDENT WILSON AND WOMEN'S SUFFRAGE.

ATLANTIC CITY, N.J., Sept. 9.

President Wilson, addressing several thousands persons at a meeting here yesterday predicted triumph for the cause of equal suffrage within a short time.

THE MEXICAN QUESTION.

CABINET CHANGES LIKELY.

WASHINGTON, Sept. 10.

The Peace Commissioners representing the United States and the *de facto* government of Mexico at the conference now being held in Portsmouth have announced that they have thus far been unable to devise any means for a satisfactory border guard policy that will satisfy both countries, and it has finally been decided to call upon General Bliss to come to Portsmouth and to give the conference the benefit of his judgement and advice upon the matter.

In this city there are growing rumours of dissatisfaction with the handling of the Mexican situation on the part of his closest advisers, and it is stated that certain changes in the personnel of the president's cabinet are not unlikely to follow as a result of the marked differences of opinion that prevail.

AN ARCTIC EXPLORER'S RETURN.

SEATTLE, Wash., Sept. 13.

Vilhjalmur Stefansson, the Arctic explorer who discovered a tribe of white Eskimos on one of his trips to the frozen north, returned here yesterday. Stefansson had been gone for three years. Some time ago hope for his return had been abandoned.

TRAFFIC TIED UP ON MANHATTAN.

NEW YORK, Sept. 12.

Practically all surface car traffic on the island of Manhattan is at a standstill as a result of the strike of the employees of the transit companies.

Officials are of the opinion that the situation is rapidly becoming worse.

MEXICAN RAIDERS.

WASHINGTON, Sept. 9.

The War Department has received reports from the border stating that a large force of Villista bandits has raided the camp of the U.S. engineers stationed at the punitive expedition under command of Brigadier-General John J. Pershing.

The details which have been received regarding the raid are very meagre and contain little information. The camp of the engineers was located at Hama, a small town in the state of Chihuahua, and it was there that the raid took place.

The reports received by the War Department officials do not state whether or not any of the American troops were killed or wounded in the fight, which took place. More complete information is expected in the report, which will be filed by Major-General Fred Funston.

N. J. MILITIA MEN ILL.

TRENTON, Sept. 15.

Seven cases of paratyphoid fever have broken out among the New Jersey National Guardsmen who are at Camp Ponteder at the border, according to reports which have been received here.

Every effort is being made to prevent the spread of the disease and a strict quarantine is being maintained.

SPORTING.

MEN'S TENNIS DOUBLES.

LAST NIGHT'S MATCH ON ORIONET GROUND.

The final of the Men's Doubles Tennis Tournament, under the auspices of the H.K.C.C., could not be completed last night owing to the falling light and a damp squall in the leg by E. Abraham. The latter was partnered by J. Stalker (own 3-6) against Cary and Kent (own 15-4). The game was abandoned when each side had won a set. Play opened evenly, first one side getting game and then the other. It was 2, 3, 4 and 5 all before Cary and Kent forged ahead and won the two succeeding games. Kent's short volleys were a feature but Stalker and Abraham scored repeatedly by lobbing.

The second set showed less activity on the part of Cary and Kent and careful placing and "foreful" play by the opposing pair gave the latter the set by 6-4. In the two last games Abraham was observed to be limping and at the end a consultation was held which resulted in the match being postponed until Wednesday night.

HONGKONG GYMNASIUM CLUB.

THIS MORNING'S GALLOPS.

It was heavy going through the sand and water this morning, and to this must be added the discomfort to man and beast caused by the heavy downpours of rain.

Makoni was first out and finished very strong; last 1/3 for a mile and a quarter gallop. Tinker went away at a fast pace but didn't finish well, he was rolling a bit down the home straight. Matchbox is not in condition, under trained, which will make all the difference in a hard last race. Oregon gave the best performance of the morning, 37, 86, 35, 32, 3, 20.8, not ridden out. Crosby has improved but still labours when pressed for the last 60 or 70 yards. Formosa is in want of training, very fat. He was taken a mile canter. Forester is improving. With his light weight he must not be overlooked when calculating the possible results of the B Class Handicap.

The times taken this morning were:

Makoni, Gegg, 1/4 mile, 1.32, 2.21, 3.50, 2.31; last 1/3.

Tinker, Fisher, 1 mile, 31.3, 1.11.2, 1.47.2, 2.23, last 1/3, 3.53.

Matchbox, Johnston, 1 mile, 40.2, 1.20.2, 1.59, 2.31.2; last 1/3, 3.4.2.

Oregon, Sedgwick, 1 mile, 37, 1.13, 1.49, 2.20.9; last 1/3, 3.2.5.

Crosby, Knoll, 1 mile, 38, 1.12, 1.49, 2.21.1; last 1/3, 3.3.1.

Formosa, Johnston, 1 mile last 1/3, 41.3, 1.21.2, 1.58.2; last 1/3, 3.7.

Tos, Fisher, 1 mile, 39.1, 1.18; last 1/3, 3.4.

Forester, Knoll, 1 mile, 37, 1.15, 1.52.2, 2.29; last 1/3, 3.5.5.

HONGKONG WATER POLO ASSOCIATION.

We have been favoured with a copy of the programme of the H.K. Water Polo Association's matches for this season. The competition for the Shield has now reached the second round and two games are down for decision to-day. To-morrow the two V.R.C. teams will meet, which should mean a good and exciting game.

The Public are admitted free of charge and ladies are specially welcome.

THE TOYO KISEN KAISHA.

A 15 PER CENT DECLARED.

At a meeting of the directors of the Toyo Kisen Kaisha held on September 5 at Tokyo it was decided to pay a dividend of 15 per cent with a bonus 3/4 of per cent, making the total of 15 3/4 per cent. The distribution plan of profits is as follows:

	Yen
Profit	2,736,000
Carried from the previous term	85,000
Total	2,821,000

which will be divided as under:

	Yen
Official reserve	140,000
Ordinary dividends (at 12 per cent)	666,000
Special dividends (at 3 per cent)	166,000
Dividend equalization fund	700,000
Special cancellation fund of the cost of steamers	1,000,000
Pension fund of employees	70,000
Carried to next term	76,000

Profit is obtained by deducting from gross profit such expenses as various taxes, working expenses, cancellation fund of steamers, cost of 450,000 yen, repairing fund for 300,000 yen, and steamer readjustment fund for 370,000 yen.

CLEAR AWAY SOME OLD DEBTS.

What is called "steamer" readjustment is the fund allotted for the adjustment of cancellation accounts of steamers, which were outstanding on account of the depression of the freight market some years ago, and since the year before last this new fund was created. In the last term 600,000 yen was used for the same purpose, and during this term, the remaining 370,000 yen will be cancelled. The gap in the finance of the above company will be made good by the above means, which is a matter of congratulation for the company.

CONCILIATION MEANS.

The cancellation of steamers' cost beyond the limit stipulated by the company's association. In the cancellation makes the basis of the company's business. Hence such steps as above. Profit during this term increased to 2,736,000 yen, whereas it was no more than 1,900,000 yen in the last term.

An Unhygienic Mouth.

Is a standing menace to health.

PYORRHOCIDE POWDER.

Promotes oral hygiene by correcting many conditions of an insipid pyorrhical nature. It is medicated with Dentin thus establishing its value in the treatment of soft, bleeding, spongy gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of.

PYORRHEA (Riggs' Disease).

Correct and prevent pyorrhical conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissues.

QUEEN'S DISPENSARY.

Harper & Co., Ltd.

31 QUEEN'S ROAD, CENTRAL. HONG KONG.

THE ONLY EXCLUSIVE.

HONGKONG TAILORS.

IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST. (Corner Street) ESTABLISHED 1905

TO THE ARCHITECT AND THE ENGINEER.

"An ounce of demonstration is worth a pound of theory."

7. DEMONSTRATE WITH.

"MALTHOID"

and we invite the Profession and others interested not only to witness our demonstrations, but to bear witness that "the results justify the claims made both as to material and methods of roof construction."

MALTHOID is a new and improved material for roof construction.

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ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	STEAMERS	To SAIL	REMARKS
LONDON via SINGAPORE, PENANG, COLOMBO, Port Said and MARSEILLES	NAMUR Capt. S. C. WARRER	24th Sept.	Direct Service.
SHANGHAI, MOI, KOBE, YOKOHAMA	NOVARA Capt. H. H. HARRINGTON	28th Sept.	Direct Service.
LONDON via SINGAPORE, PENANG, COLOMBO, Port Said and MARSEILLES	GARDINIA Capt. J. T. JEFFERY	6th Oct.	Direct Service.
SHANGHAI, MOI, KOBE, YOKOHAMA	NORSE Capt. D. A. AARV	8th Oct.	Direct Service.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office.

O. S. K.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOI, KOBE, YOKKAICHI AND YOKOHAMA.

S.S. "HAWAII MARU" Capt. Saito, Wednesday, 11th Oct., at 3 p.m.
[Omitting Shanghai and Moji]

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG AND COLOMBO.

S.S. "SAIGON MARU" Capt. N. Kobayashi, Thursday, 28th Sept., at 7 a.m.
S.S. "LUZON MARU" Friday, 6th Oct., at 7 a.m.

JAVA LINE. FOR MANILA, SANDARAN, BATAVIA, SAMARANG, SOURABAYA & MACASSAR.

S.S. "YERIMO MARU" Monday, 2nd Oct., at 10 a.m.

FORMOSA LINE. FOR TAMSUI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AMOY.

S.S. "JOSHIN MARU" Capt. T. Noroshima, Wednesday, 20th Sept., at 9 a.m.
S.S. "EIJUO MARU" Capt. Murakami, Sunday, 24th Sept., at Noon.

* Calling at Tamsui, Keelung via Swatow and Amoy.
* Omitting Anping, Takao and Tamsui.

These Formosa Line's will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO—
H. YAMAUCHI, Manager.

TEL. Nos. 744 & 745. No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	18th September.	7th Oct., at 11 a.m.
ST. ALBANS	21st October.	10th Nov., at 11 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and are fitted throughout with Electricity. All State-boats have Electric Fans. A fully qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

From Hongkong: Connecting with From Colombo: 20th September. S.S. "KATHIAWAR" 17th October.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "SALAMIS" from Hongkong 20th November.

For Rates of Freight apply to THE BANK LINE LIMITED.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM & CONTINENT.

For

STEAMERS

Sails

LONDON "CITY OF MANILA" On 10th October.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD.

Agents.

32, Collyer Quay, Singapore.

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32, Collyer Quay, Singapore.

32, Collyer Quay, Singapore.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG & AMOY	SZECHUEN	Sept. 20, at 10 a.m.
HOLOLO	LYNAN	Sept. 20, at Noon.
SHANGHAI	SHANGHAI	Sept. 21, at Noon.
WEIHAIWEI & TIENTSIN	HURGHOW	Sept. 21, at 4 p.m.
HONGKONG	CHANG	Sept. 22, at 10 a.m.
SHANGHAI	YINCHOW	Sept. 23, at 10 a.m.

From Takoo Dock. From Quarry Bay (T.S.R. Wharf).

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE. Twin Screw Steamers "Chimna," "Taming" & "Teah." Excellent Saloon accommodation, Electric Light and Fans in Saloon and State-rooms on deck, aft on "Taming" and "Teah."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenai," "Luchow," "Yingchow," "Shanghai" & "Sinkiang" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (Subject to Alteration).

For	STEAMERS	To SAIL
SINGAPORE, PENANG & CALUTTA	FOOKSANG	WEDNESDAY, Sept. 20, at Noon.
HONGKONG & HAIPHONG	TAKSANG	THURSDAY, Sept. 21, at 7 a.m.
SANDAKAN	MAUSANG	FRIDAY, Sept. 22, at Noon.
SHANGHAI	WONGSANG	SATURDAY, Sept. 23, at Noon.
MANILA	LOONGSANG	SATURDAY, Sept. 23, at 3 p.m.
MANILA	YITSANG	SATURDAY, Sept. 23, at 3 p.m.

RETURN TOURS TO JAPAN.

These steamers, leaving Hongkong, leaving about every 3 weeks, generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yawing, Kungang leaving Hongkong at regular intervals for Yokohama (where sufficient inducement is offered) Kobe & Moji and returning direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Uluken, Jesselton and Labuan.

Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. (Subject to Change without Notice)

For	STEAMERS	DATE OF DEPARTURE
HOMEWARD		

TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. Ex. 30.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN, 8,013 tons, Capt. O. F. Siddle, will be despatched for SHANGHAI, KOBE and MOI on 2nd September.

WESTWARD.

S.S. SHIRALA, 5,500 tons, Capt. A. J. Terry, will be despatched for SINGAPORE, PENANG, RANGOON & CALUTTA on 2nd September.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Telephone No. 215 & 216.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class, Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAICHING	Capt. W. C. Passmore	FRIDAY, 22nd Sept. at 3 p.m.
HAITAN	Capt. J. S. Thomson	TUESDAY, 26th Sept. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to DOUGLAS LAPRAIK & Co., General Managers.

Telephone No. 215.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

STEAMER	Tons & Speed	Leave Hongkong
PERSIA MARU	9,000-14 knots	Sat., 23rd Sept. at 10.30 a.m.
TENYO MARU	22,000-21 knots	Wed., 4th Oct. at Noon.
NIPPON MARU	11,000-18 knots	Tues., 17th Oct. at 10.30 a.m.
SHINYO MARU	22,000-21 knots	Wed., 1st Nov. at Noon.
SEIKANTO MARU	8,000-12 knots	Leave Kobe.

SIBERIA MARU, 18,000-18 knots, Thu., 5th Oct. at Noon.

KOREA MARU, 13,000-18 knots, Fri., 17th Nov. at Noon.

* Proceeding to South American Ports. (Via MANILA, Omitting Shanghai.)

* Cargo only. (Via MANILA, Omitting Shanghai.)

* Freight to London £71.10. Return (4 months) £230.

* New York £50. Return (4 months) £230.

* San Francisco £45. Return (4 months) £230.

SPECIAL RATES given in Naval and Military, Civil Service, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salinas Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

TANYO MARU, 18,000-18 knots, Wed., 20th Sept. at Noon.

For full particulars as to Passage and Freight apply to T. DAIGO, AGENT.

Telephone No. 201. KING'S BUILDING (Opposite Blake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and TENERIFE	IMIZAKI MARU, Capt. Tanaka, Tons 18,000	(SUNDAY) 24th Sept. at Noon.
	KITANO MARU, Capt. Cope, Tons 18,000	(THURSDAY) 5th Oct. at Noon.
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	SHIMIZUOKA MARU, Capt. Noma, Tons 12,000	(WEDNESDAY) 11th Oct. at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SHIMIZUOKA MARU, Capt. Noma, Tons 12,000	(FRIDAY) 19th Oct. at 4 p.m.
	SAKI MARU, Capt. Yoshikawa, Tons 12,000	(TUESDAY) 14th Nov. at 11 a.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOGA MARU, Capt. Kakimoto, Tons 10,000	(TUESDAY) 25th Sept.
BOMBAY via SINGAPORE, PENANG & RANGOON	TOGA MARU, Capt. Kakimoto, Tons 10,000	(MONDAY) 25th Sept.
NAGASAKI, KOBE & YOKOHAMA	SAKI MARU, Capt. Yoshikawa, Tons 12,000	(FRIDAY) 12th Oct. at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	SHIMIZUOKA MARU, Capt. Noma, Tons 12,000	(WEDNESDAY) 30th Sept. at 10 a.m.
SHANGHAI, MOI & KOBE	BOMBAY MARU, Capt. Shinohara, Tons 8,000	(THURSDAY) 21st Sept.
SHANGHAI & KOBE	COLOMBO MARU, Capt. Noma, Tons 6,000	(SATURDAY) 22nd Sept.

For further information apply to NIPPON YUSEN KAISHA, B. MORI, Manager.

Telephone No. 215 & 216.

EASTBOUND NEW YORK LINE.

via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA & COLON <td>TSUYAMA MARU, Tons 14,000</td> <td>(SATURDAY) 21st October.</td>	TSUYAMA MARU, Tons 14,000	(SATURDAY) 21st October.
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For further information apply to NIPPON YUSEN KAISHA, B. MORI, Manager.

Telephone No. 215 & 216.

SHIPPING

F. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER, RANEAON PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "ALBA" Captain S.C. WARRER, carrying His Majesty's Mail, will be despatched from this port on or about SUNDAY, the 24th September, 1916, at daylight, taking Passengers and Cargo for the above ports. The "Alba" will proceed through to Port Said, Marseilles and London. Goods and Valuables for Bombay (under arrangement) will be transhipped at Colombo (this is a steamer of the B.I.S.N. Co.).

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to E. V. D. FARR, Acting Superintendent.

Hongkong, Sept. 6, 1916.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

JAVA-CHINA-JAPAN LINE.

JAVA-PACIFIC LINE.

THE STEAMSHIP "KARIMOEN" having arrived from SAN FRANCISCO.

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and on extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence consignees from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th September, 1916, will be subject to rent.

All Claims against the Steamers must be presented to the Superintendent on or before the 24th September, 1916, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th September, at 10 a.m. by the Company's surveyors, Messrs. Goddard & Danks.

Fire Insurance has been effected.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN LINE, Managing Agents, JAVA-PACIFIC LINE.

Hongkong, Sept. 13, 1916. H 1048

THE "CHINA MAIL" NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$35 per annum; per quarter and per month two pence.

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage (if charged) at the rate of fifty cents per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible in the supply is limited. Cash 10 pence. Order 5 pence, per copy.

Rate of subscription to the "Overland China Mail" is \$15 per annum; postage 8 pence per annum extra. Single copies twenty-five cents each.

Advertisements and additions to Advertisements on Pages 4, 5, 6, and 7 should be sent to the Office of the "China Mail" (not later than 11.30 a.m.)

Advertisements and additions to Advertisements on pages 1, 2, 3 and 8 should be sent to the Office not later than 1 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not enclosed for a fixed period will be continued until discontinued.

Telephone Address: "MAIL," Hongkong. Code: A.E.O. 5th Edition.

Telephone No. 22.

THE CHINA

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON.
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due
Colombo	Colombo	Colombo	1916.	1916.
NAMUR	Sept. 24	Through	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through	Nov. 9	Nov. 18
NOVARA	Oct. 20	* MOREA	Nov. 13	Nov. 26
NORE	Nov. 3	Through	Dec. 6	Dec. 13
NYANZA	Nov. 17	* MONGOLIA	Dec. 17	Dec. 24
				1917
MALTA	Dec. 1	* MALWA	Dec. 31	Jan. 7
			1917	
NANKIN	Dec. 15	Through	Jan. 17	Jan. 26
NOVARA	Dec. 29	* MOOLTAN	Jan. 28	Feb. 4

* Passenger change Steamers at COLOMBO.
accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers	Leave Hongkong	Due at	Due
Colombo	Colombo	Colombo	Colombo
NOVARA	TUESDAY	20th September	
NYANZA	SUNDAY	22nd October	
NANKIN	MONDAY	6th November	
	SUNDAY	18th November	

* Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.
CARRYING AT REDUCED RATES, PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due at	Due
Colombo	Colombo	Colombo	Colombo
NOVARA	TUESDAY	20th September	
NYANZA	SUNDAY	22nd October	
NANKIN	MONDAY	6th November	
	SUNDAY	18th November	

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cables are fitted with Electric Fan for charge and each Berth furnished with an Electric Reading Lamp.
Passenger Tickets Interchangeable with the British India Co.
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.
S.S. CHINA
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
NOVEMBER 11-JANUARY 18.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Building, Lee House Street.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING TO SOUTH AFRICAN PORTS
with transhipment at CAIRO, SUEZ, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND
AFRICAN LINE.
Proposed sailings from Hongkong.

Steamers	Leave Hongkong	Connecting at	On or about
Colombo	Colombo	Colombo	Colombo
NOVARA	Sept. 24	Colombo	Oct. 26
NYANZA	Oct. 6	Colombo	Nov. 9
NANKIN	Oct. 20	Colombo	Nov. 13
	Nov. 3	Colombo	Nov. 26
	Nov. 17	Colombo	Dec. 6
	Dec. 1	Colombo	Dec. 13
	Dec. 15	Colombo	Dec. 24
	Dec. 29	Colombo	Jan. 7

For Freight and further particulars apply to
DODWELL & CO. LTD., Agents.

THE NANYO YUSEN KAISEI

(SOUTH SEA MAIL S.S. CO.)
Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya

Steamers	Leave Hongkong	Due at	Due
Colombo	Colombo	Colombo	Colombo
NOVARA	Sept. 24	Oct. 26	Nov. 4
NYANZA	Oct. 6	Nov. 9	Nov. 18
NANKIN	Oct. 20	Nov. 13	Nov. 26
	Nov. 3	Nov. 26	Dec. 6
	Nov. 17	Dec. 6	Dec. 13
	Dec. 1	Dec. 13	Dec. 24
	Dec. 15	Dec. 24	Jan. 7
	Dec. 29	Jan. 7	Jan. 26

Sails on or about

AS. BO. NED. MARU, For Moji, Kobe & Yokohama

For Freight or Passage apply to

DODWELL & CO. LTD. Agents

PETROL AS VALUABLE AS SHELLS.

MR. HARCOURT EXPLAINS THE RESTRICTIONS.

WARNING TO MOTORISTS: "A JOY RIDE IS A SHAME RIDE."

Mr. Harcourt recently made an important statement in the House of Commons explaining the reasons why it had been necessary to limit the consumption of petrol.

There was plenty of petrol in the world, he said, but our supply depended on the production of tanks and engines for its conveyance in bulk. Since the war the consumption of petrol had greatly increased, and there had also been a diversion of certain neutral oil, Russian, chief American, which were trading in what they regarded as safer seas.

The Admiralty had commandeered a large number of tankers. This was due to the unforeseen rapidity in the delivery of oil-driven battleships. If he could describe what the recent position in the way of petrol it would stagger the House. At Verdun, during the first week of its defence, nearly the whole of the battle had been fought on petrol transport, because all the lines of communication were destroyed by artillery and bombs between the French line. We contributed petrol largely for that purpose.

He had scoured the world for oil tankers, and it was almost a more exhilarating sport than tiger-hunting. He could find no trace of cornering or holding up of petrol. The coasters were being used for the purpose of carrying oil, and he hoped that they would soon be in a position to launch more tank steamers for heavy oils, which would release petrol tankers now being used for this purpose.

A suggestion had been made to stop Sunday motoring. There were others who did not take the same view. He would like to warn the House that it might come to that. It was a sad sight in the middle of a great war to see the number of motor cars on the main roads on Sunday. Two Sundays ago he had the number of cars counted on the main roads to Brighton and Maidenhead. It was a wet Sunday, but there were 800 cars, all civilian.

Mr. Henry: Have the cars going to racing meetings been counted? Mr. Harcourt replied, Yes, but not very accurately. At his instance, the Jockey Club had decided to license no more meetings after August 10.

If there had been waste of petrol at the front he regretted it, but he grudged it less than the waste at home. Waste at home was criminal; a joy ride was a shame ride. On June 22 the Army Council issued instructions warning officers against excessive use of petrol. If they had, their cars in petrol or who emptied his petrol tank on the ground was a traitor to the best services of the Army and the country.

AS NECESSARY AN EXPLOSIVE. The public ought to realise that petrol was necessary for use in the war as high explosives and bread and meat, and he did not regret the pinch if it brought people to their senses.

The policy of the Petrol Committee was not to withhold an available supply. They would lead it only to the last pint in proper quantities to the best national advantage. He gave figures to show that the total civilian requirements this year had increased by 40 per cent. over last year.

This was due to the enormously increased demand for commercial cars, because traders had lost horses and men. When the military and national needs were fully satisfied, he hoped, deserving cases would receive further consideration.

One of the features of the situation was the large increase in commercial cars and the decrease in private cars. As many as 354,000 applications had been made to the Petrol Committee for licenses, and whilst 154,000 gallons were demanded only 70 million gallons were available. Licenses had been granted for the use of 75 million gallons.

Owners of commercial cars would receive 60 per cent. of their requirements, 60 per cent. taxi cabs and omnibuses 50 per cent. doctors and veterinary surgeons the full amount, with a maximum of 50 gallons per month; private cars 25 per cent. and motor cycles 2 gallons per month. The amount available for distribution per month was 3,300,000 gallons, which was made up as follows:—Commercial cars, 1,000,000; industrial processes, 813,500; taxis and buses, 3,087,800; doctors and veterinary surgeons, 417,000; private cars, 700,000; motor cycles, 151,500. That was all the petrol that was available, and if it was more it meant that it would have been necessary to call for prompt and energetic action, and drastic restrictions necessary. Military and national needs came first, and when these had been met they would be glad to distribute more petrol to deserving cases.

THE BATTLE OF THE SOMME.

A MAELSTROM AS DEADLY FOR GERMANY AS VERDUN.

Mr. John Buchan in a summary of the situation on the 18th inst. said in regard to the fighting on the Somme: "The position is that, in two months' fighting, the British have:—(1) Carried all the main German defences; (2) Their first and second positions; (3) Their third and fourth positions; (4) Their fifth and sixth positions; (5) Their seventh and eighth positions; (6) Their ninth and tenth positions; (7) Their eleventh and twelfth positions; (8) Their thirteenth and fourteenth positions; (9) Their fifteenth and sixteenth positions; (10) Their seventeenth and eighteenth positions; (11) Their nineteenth and twentieth positions; (12) Their twenty-first and twenty-second positions; (13) Their twenty-third and twenty-fourth positions; (14) Their twenty-fifth and twenty-sixth positions; (15) Their twenty-seventh and twenty-eighth positions; (16) Their twenty-ninth and thirtieth positions; (17) Their thirty-first and thirty-second positions; (18) Their thirty-third and thirty-fourth positions; (19) Their thirty-fifth and thirty-sixth positions; (20) Their thirty-seventh and thirty-eighth positions; (21) Their thirty-ninth and fortieth positions; (22) Their forty-first and forty-second positions; (23) Their forty-third and forty-fourth positions; (24) Their forty-fifth and forty-sixth positions; (25) Their forty-seventh and forty-eighth positions; (26) Their forty-ninth and fiftieth positions; (27) Their fifty-first and fifty-second positions; (28) Their fifty-third and fifty-fourth positions; (29) Their fifty-fifth and fifty-sixth positions; (30) Their fifty-seventh and fifty-eighth positions; (31) Their fifty-ninth and sixtieth positions; (32) Their sixty-first and sixty-second positions; (33) Their sixty-third and sixty-fourth positions; (34) Their sixty-fifth and sixty-sixth positions; (35) Their sixty-seventh and sixty-eighth positions; (36) Their sixty-ninth and seventieth positions; (37) Their seventy-first and seventy-second positions; (38) Their seventy-third and seventy-fourth positions; (39) Their seventy-fifth and seventy-sixth positions; (40) Their seventy-seventh and seventy-eighth positions; (41) Their seventy-ninth and eightieth positions; (42) Their eighty-first and eighty-second positions; (43) Their eighty-third and eighty-fourth positions; (44) Their eighty-fifth and eighty-sixth positions; (45) Their eighty-seventh and eighty-eighth positions; (46) Their eighty-ninth and ninetieth positions; (47) Their ninety-first and ninety-second positions; (48) Their ninety-third and ninety-fourth positions; (49) Their ninety-fifth and ninety-sixth positions; (50) Their ninety-seventh and ninety-eighth positions; (51) Their ninety-ninth and one hundredth positions; (52) Their one hundred and first and one hundred and second positions; (53) Their one hundred and third and one hundred and fourth positions; (54) Their one hundred and fifth and one hundred and sixth positions; (55) Their one hundred and seventh and one hundred and eighth positions; (56) Their one hundred and ninth and one hundred and tenth positions; (57) Their one hundred and eleventh and one hundred and twelfth positions; (58) Their one hundred and thirteenth and one hundred and fourteenth positions; (59) Their one hundred and fifteenth and one hundred and sixteenth positions; (60) Their one hundred and seventeenth and one hundred and eighteenth positions; (61) Their one hundred and nineteenth and one hundred and twentieth positions; (62) Their one hundred and twenty-first and one hundred and twenty-second positions; (63) Their one hundred and twenty-third and one hundred and twenty-fourth positions; (64) Their one hundred and twenty-fifth and one hundred and twenty-sixth positions; (65) Their one hundred and twenty-seventh and one hundred and twenty-eighth positions; (66) Their one hundred and twenty-ninth and one hundred and thirtieth positions; (67) Their one hundred and thirty-first and one hundred and thirty-second positions; (68) Their one hundred and thirty-third and one hundred and thirty-fourth positions; (69) Their one hundred and thirty-fifth and one hundred and thirty-sixth positions; (70) Their one hundred and thirty-seventh and one hundred and thirty-eighth positions; (71) Their one hundred and thirty-ninth and one hundred and fortieth positions; (72) Their one hundred and forty-first and one hundred and forty-second positions; (73) Their one hundred and forty-third and one hundred and forty-fourth positions; (74) Their one hundred and forty-fifth and one hundred and forty-sixth positions; (75) Their one hundred and forty-seventh and one hundred and forty-eighth positions; (76) Their one hundred and forty-ninth and one hundred and fiftieth positions; (77) Their one hundred and fifty-first and one hundred and fifty-second positions; (78) Their one hundred and fifty-third and one hundred and fifty-fourth positions; (79) Their one hundred and fifty-fifth and one hundred and fifty-sixth positions; (80) Their one hundred and fifty-seventh and one hundred and fifty-eighth positions; (81) Their one hundred and fifty-ninth and one hundred and sixtieth positions; (82) Their one hundred and sixty-first and one hundred and sixty-second positions; (83) Their one hundred and sixty-third and one hundred and sixty-fourth positions; (84) Their one hundred and sixty-fifth and one hundred and sixty-sixth positions; (85) Their one hundred and sixty-seventh and one hundred and sixty-eighth positions; (86) Their one hundred and sixty-ninth and one hundred and seventieth positions; (87) Their one hundred and seventy-first and one hundred and seventy-second positions; (88) Their one hundred and seventy-third and one hundred and seventy-fourth positions; (89) Their one hundred and seventy-fifth and one hundred and seventy-sixth positions; (90) Their one hundred and seventy-seventh and one hundred and seventy-eighth positions; (91) Their one hundred and seventy-ninth and one hundred and eightieth positions; (92) Their one hundred and eighty-first and one hundred and eighty-second positions; (93) Their one hundred and eighty-third and one hundred and eighty-fourth positions; (94) Their one hundred and eighty-fifth and one hundred and eighty-sixth positions; (95) Their one hundred and eighty-seventh and one hundred and eighty-eighth positions; (96) Their one hundred and eighty-ninth and one hundred and ninetieth positions; (97) Their one hundred and ninety-first and one hundred and ninety-second positions; (98) Their one hundred and ninety-third and one hundred and ninety-fourth positions; (99) Their one hundred and ninety-fifth and one hundred and ninety-sixth positions; (100) Their one hundred and ninety-seventh and one hundred and ninety-eighth positions; (101) Their one hundred and ninety-ninth and one hundred and one hundredth positions; (102) Their one hundred and one hundred and first and one hundred and one hundred and second positions; (103) Their one hundred and one hundred and third and one hundred and one hundred and fourth positions; (104) Their one hundred and one hundred and fifth and one hundred and one hundred and sixth positions; (105) Their one hundred and one hundred and seventh and one hundred and one hundred and eighth positions; (106) Their one hundred and one hundred and ninth and one hundred and one hundred and tenth positions; (107) Their one hundred and one hundred and eleventh and one hundred and one hundred and twelfth positions; (108) Their one hundred and one hundred and thirteenth and one hundred and one hundred and fourteenth positions; (109) Their one hundred and one hundred and fifteenth and one hundred and one hundred and sixteenth positions; (110) Their one hundred and one hundred and seventeenth and one hundred and one hundred and eighteenth positions; (111) Their one hundred and one hundred and nineteenth and one hundred and one hundred and twentieth positions; (112) Their one hundred and one hundred and twenty-first and one hundred and one hundred and twenty-second positions; (113) Their one hundred and one hundred and twenty-third and one hundred and one hundred and twenty-fourth positions; (114) Their one hundred and one hundred and twenty-fifth and one hundred and one hundred and twenty-sixth positions; 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(133) Their one hundred and one hundred and sixty-third and one hundred and one hundred and sixty-fourth positions; (134) Their one hundred and one hundred and sixty-fifth and one hundred and one hundred and sixty-sixth positions; (135) Their one hundred and one hundred and sixty-seventh and one hundred and one hundred and sixty-eighth positions; (136) Their one hundred and one hundred and sixty-ninth and one hundred and one hundred and seventieth positions; (137) Their one hundred and one hundred and seventy-first and one hundred and one hundred and seventy-second positions; (138) Their one hundred and one hundred and seventy-third and one hundred and one hundred and seventy-fourth positions; (139) Their one hundred and one hundred and seventy-fifth and one hundred and one hundred and seventy-sixth positions; (140) Their one hundred and one hundred and seventy-seventh and one hundred and one hundred and seventy-eighth positions; (141) Their one hundred and one hundred and seventy-ninth and one hundred and one hundred and eightieth positions; (142) Their one hundred and one hundred and eighty-first and one hundred and one hundred and eighty-second positions; (143) Their one hundred and one hundred and eighty-third and one hundred and one hundred and eighty-fourth positions; (144) Their one hundred and one hundred and eighty-fifth and one hundred and one hundred and eighty-sixth positions; (145) Their one hundred and one hundred and eighty-seventh and one hundred and one hundred and eighty-eighth positions; (146) Their one hundred and one hundred and eighty-ninth and one hundred and one hundred and ninetieth positions; (147) Their one hundred and one hundred and ninety-first and one hundred and one hundred and ninety-second positions; (148) Their one hundred and one hundred and ninety-third and one hundred and one hundred and ninety-fourth positions; (149) Their one hundred and one hundred and ninety-fifth and one hundred and one hundred and ninety-sixth positions; (150) Their one hundred and one hundred and ninety-seventh and one hundred and one hundred and ninety-eighth positions; (151) Their one hundred and one hundred and ninety-ninth and one hundred and one hundred and one hundredth positions; (152) Their one hundred and one hundred and one hundred and first and one hundred and one hundred and one hundred and second positions; (153) Their one hundred and one hundred and one hundred and third and one hundred and one hundred and one hundred and fourth positions; (154) Their one hundred and one hundred and one hundred and fifth and one hundred and one hundred and one hundred and sixth positions; (155) Their one hundred and one hundred and one hundred and seventh and one hundred and one hundred and one hundred and eighth positions; (156) Their one hundred and one hundred and one hundred and ninth and one hundred and one hundred and one hundred and tenth positions; (157) Their one hundred and one hundred and one hundred and eleventh and one hundred and one hundred and one hundred and twelfth positions; (158) Their one hundred and one hundred and one hundred and thirteenth and one hundred and one hundred and one hundred and fourteenth positions; (159) Their one hundred and one hundred and one hundred and fifteenth and one hundred and one hundred and one hundred and sixteenth positions; (160) Their one hundred and one hundred and one hundred and seventeenth and one hundred and one hundred and one hundred and eighteenth positions; (161) Their one hundred and one hundred and one hundred and nineteenth and one hundred and one hundred and one hundred and twentieth positions; (162) Their one hundred and one hundred and one hundred and twenty-first and one hundred and one hundred and one hundred and twenty-second positions; (163) Their one hundred and one hundred and one hundred and twenty-third and one hundred and one hundred and one hundred and twenty-fourth positions; (164) Their one hundred and one hundred and one hundred and twenty-fifth and one hundred and one hundred and one hundred and twenty-sixth positions; (165) Their one hundred and one hundred and one hundred and twenty-seventh and one hundred and one hundred and one hundred and twenty-eighth positions; (166) Their one hundred and one hundred and one hundred and twenty-ninth and one hundred and one hundred and one hundred and thirtieth positions; (167) Their one hundred and one hundred and one hundred and thirty-first and one hundred and one hundred and one hundred and thirty-second positions; (168) Their one hundred and one hundred and one hundred and thirty-third and one hundred and one hundred and one hundred and thirty-fourth positions; (169) Their one hundred and one hundred and one hundred and thirty-fifth and one hundred and one hundred and one hundred and thirty-sixth positions; (170) Their one hundred and one hundred and one hundred and thirty-seventh and one hundred and one hundred and one hundred and thirty-eighth positions; (171) Their one hundred and one hundred and one hundred and thirty-ninth and one hundred and one hundred and one hundred and fortieth positions; (172) Their one hundred and one hundred and one hundred and forty-first and one hundred and one hundred and one hundred and forty-second positions; (173) Their one hundred and one hundred and one hundred and forty-third and one hundred and one hundred and one hundred and forty-fourth positions; (174) Their one hundred and one hundred and one hundred and forty-fifth and one hundred and one hundred and one hundred and forty-sixth positions; (175) Their one hundred and one hundred and one hundred and forty-seventh and one hundred and one hundred and one hundred and forty-eighth positions; (176) Their one hundred and one hundred and one hundred and forty-ninth and one hundred and one hundred and one hundred and fiftieth positions; (177) Their one hundred and one hundred and one hundred and fifty-first and one hundred and one hundred and one hundred and fifty-second positions; (178) Their one hundred and one hundred and one hundred and fifty-third and one hundred and one hundred and one hundred and fifty-fourth positions; (179) Their one hundred and one hundred and one hundred and fifty-fifth and one hundred and one hundred and one hundred and fifty-sixth positions; (180) Their one hundred and one hundred and one hundred and fifty-seventh and one hundred and one hundred and one hundred and fifty-eighth positions; (181) Their one hundred and one hundred and one hundred and fifty-ninth and one hundred and one hundred and one hundred and sixtieth positions; (182) Their one hundred and one hundred and one hundred and sixty-first and one hundred and one hundred and one hundred and sixty-second positions; (183) Their one hundred and one hundred and one hundred and sixty-third and one hundred and one hundred and one hundred and sixty-fourth positions; (184) Their one hundred and one hundred and one hundred and sixty-fifth and one hundred and one hundred and one hundred and sixty-sixth positions; (185) Their one hundred and one hundred and one hundred and sixty-seventh and one hundred and one hundred and one hundred and sixty-eighth positions; (186) Their one hundred and one hundred and one hundred and sixty-ninth and one hundred and one hundred and one hundred and seventieth positions; (187) Their one hundred and one hundred and one hundred and seventy-first and one hundred and one hundred and one hundred and seventy-second positions; (188) Their one hundred and one hundred and one hundred and seventy-third and one hundred and one hundred and one hundred and seventy-fourth positions; (189) Their one hundred and one hundred and one hundred and seventy-fifth and one hundred and one hundred and one hundred and seventy-sixth positions; (190) Their one hundred and one hundred and one hundred and seventy-seventh and one hundred and one hundred and one hundred and seventy-eighth positions; (191) Their one hundred and one hundred and one hundred and seventy-ninth and one hundred and one hundred and one hundred and eightieth positions; (192) Their one hundred and one hundred and one hundred and eighty-first and one hundred and one hundred and one hundred and eighty-second positions; (193) Their one hundred and one hundred and one hundred and eighty-third and one hundred and one hundred and one hundred and eighty-fourth positions; (194) Their one hundred and one hundred and one hundred and eighty-fifth and one hundred and one hundred and one hundred and eighty-sixth positions; (195) Their one hundred and one hundred and one hundred and eighty-seventh and one hundred and one hundred and one hundred and eighty-eighth positions; (196) Their one hundred and one hundred and one hundred and eighty-ninth and one hundred and one hundred and one hundred and ninetieth positions; (197) Their one hundred and one hundred and one hundred and ninety-first and one hundred and one hundred and one hundred and ninety-second positions; (198) Their one hundred and one hundred and one hundred and ninety-third and one hundred and one hundred and one hundred and ninety-fourth positions; (199) Their one hundred and one hundred and one hundred and ninety-fifth and one hundred and one hundred and one hundred and ninety-sixth positions; (200) Their one hundred and one hundred and one hundred and ninety-seventh and one hundred and one hundred and one hundred and ninety-eighth positions; (201) Their one hundred and one hundred and one hundred and ninety-ninth and one hundred and one hundred and one hundred and one hundredth positions; (202) Their one hundred and one hundred and one hundred and one hundred and first and one hundred and one hundred and one hundred and one hundred and second positions; (203) Their one hundred and one hundred and one hundred and one hundred and third and one hundred and one hundred and one hundred and one hundred and fourth positions; (204) Their one hundred and one hundred and one hundred and one hundred and fifth and one hundred and one hundred and one hundred and one hundred and sixth positions; (205) Their one hundred and one hundred and one hundred and one hundred and seventh and one hundred and one hundred and one hundred and one hundred and eighth positions; (206) Their one hundred and one hundred and one hundred and one hundred and ninth and one hundred and one hundred and one hundred and one hundred and tenth positions; (207) Their one hundred and one hundred and one hundred and one hundred and eleventh and one hundred and one hundred and one hundred and one hundred and twelfth positions; (208) Their one hundred and one hundred and one hundred and one hundred and thirteenth and one hundred and one hundred and one hundred and one hundred and fourteenth positions; (209) Their one hundred and one hundred and one hundred and one hundred and fifteenth and one hundred and one hundred and one hundred and one hundred and sixteenth positions; (210) Their one hundred and one hundred and one hundred and one hundred and seventeenth and one hundred and one hundred and one hundred and one hundred and eighteenth positions; (211) Their one hundred and one hundred and one hundred and one hundred and nineteenth and one hundred and one hundred and one hundred and one hundred and twentieth positions; (212) Their one hundred and one hundred and one hundred and one hundred and twenty-first and one hundred and one hundred and one hundred and one hundred and twenty-second positions; (213) Their one hundred and one hundred and one hundred and one hundred and twenty-third and one hundred and one hundred and one hundred and one hundred and twenty-fourth positions; (214) Their one hundred and one hundred and one hundred and one hundred and twenty-fifth and one hundred and one hundred and one hundred and one hundred and twenty-sixth positions; (215) Their one hundred and one hundred and one hundred and one hundred and twenty-seventh and one hundred and one hundred and one hundred and one hundred and twenty-eighth positions; (216) Their one hundred and one hundred and one hundred and one hundred and twenty-ninth and one hundred and one hundred and one hundred and one hundred and thirtieth positions; (217) Their one hundred and one hundred and one hundred and one hundred and thirty-first and one hundred and one hundred and one hundred and one hundred and thirty-second positions; (218) Their one hundred and one hundred and one hundred and one hundred and thirty-third and one hundred and one hundred and one hundred and one hundred and thirty-fourth positions; (219) Their one hundred and one hundred and one hundred and one hundred and thirty-fifth and one hundred and one hundred and one hundred and one hundred and thirty-sixth positions; (220) Their one hundred and one hundred and one hundred and one hundred and thirty-seventh and one hundred and one hundred and one hundred and one hundred and thirty-eighth positions; (221) Their one hundred and one hundred and one hundred and one hundred and thirty-ninth and one hundred and one hundred and one hundred and one hundred and fortieth positions; (222) Their one hundred and one hundred and one hundred and one hundred and forty-first and one hundred and one hundred and one hundred and one hundred and forty-second positions; (223) Their one hundred and one hundred and one hundred and one hundred and forty-third and one hundred and one hundred and one hundred and one hundred and forty-fourth positions; (224) Their one hundred and one hundred and one hundred and one hundred and forty-fifth and one hundred and one hundred and one hundred and one hundred and forty-sixth positions; (225) Their one hundred and one hundred and one hundred and one hundred and forty-seventh and one hundred and one hundred and one hundred and one hundred and forty-eighth positions; (226) Their one hundred and one hundred and one hundred and one hundred and forty-ninth and one hundred and one hundred and one hundred and one hundred and fiftieth positions; (227) Their one hundred and one hundred and one hundred and one hundred and fifty-first and one hundred and one hundred and one hundred and one hundred and fifty-second positions; (228) Their one hundred and one hundred and one hundred and one hundred and fifty-third and one hundred and one hundred and one hundred and one hundred and fifty-fourth positions; (229) Their one hundred and one hundred and one hundred and one hundred and fifty-fifth and one hundred and one hundred and one hundred and one hundred and fifty-sixth positions; (230) Their one hundred and one hundred and one hundred and one hundred and fifty-seventh and one hundred and one hundred and one hundred and one hundred and fifty-eighth positions; (231) Their one hundred and one hundred and one hundred and one hundred and fifty-ninth and one hundred and one hundred and one hundred and one hundred and sixtieth positions; (232) Their one hundred and one hundred and one hundred and one hundred and sixty-first and one hundred and one hundred and one hundred and one hundred and sixty-second positions; (233) Their one hundred and one hundred and one hundred and one hundred and sixty-third and one hundred and one hundred and one hundred and one hundred and sixty-fourth positions; (234) Their one hundred and one hundred and one hundred and one hundred and sixty-fifth and one hundred and one hundred and one hundred and one hundred and sixty-sixth positions; (235) Their one hundred and one hundred and one hundred and one hundred and sixty-seventh and one hundred and one hundred and one hundred and one hundred and sixty-eighth positions; (236) Their one hundred and one hundred and one hundred and one hundred and sixty-ninth and one hundred and one hundred and one hundred and one hundred and seventieth positions; (237) Their one hundred and one hundred and one hundred and one hundred and seventy-first and one hundred and one hundred and one hundred and one hundred and seventy-second positions; (238) Their one hundred and one hundred and one hundred and one hundred and seventy-third and one hundred and one hundred and one hundred and one hundred and seventy-fourth positions; (239) Their one hundred and one hundred and one hundred and one hundred and seventy-fifth and one hundred and one hundred and one hundred and one hundred and seventy-sixth positions; (240) Their one hundred and one hundred and one hundred and one hundred and seventy-seventh and one hundred and one hundred and one hundred and one hundred and seventy-eighth positions; (241) Their one hundred and one hundred and one hundred and one hundred and seventy-ninth and one hundred and one hundred and one hundred and one hundred and eightieth positions; (242) Their one hundred and one hundred and one hundred and one hundred and eighty-first and one hundred and one hundred and one hundred and one hundred and eighty-second positions; (243) Their one hundred and one hundred and one hundred and one hundred and eighty-third and one hundred and one hundred and one hundred and one hundred and eighty-fourth positions; (244) Their one hundred and one hundred and one hundred and one hundred and eighty-fifth and one hundred and one hundred and one hundred and one hundred and eighty-sixth positions; (245) Their one hundred and one hundred and one hundred and one hundred and eighty-seventh and one hundred and one hundred and one hundred and one hundred and eighty-eighth positions; (246) Their one hundred and one hundred and one hundred and one hundred and eighty-ninth and one hundred and one hundred and one hundred and one hundred and ninetieth positions; (247) Their one hundred and one hundred and one hundred and one hundred and ninety-first and one hundred and one hundred and one hundred and one hundred and ninety-second positions; (248) Their one hundred and one hundred and one hundred and one hundred and ninety-third and one hundred and one hundred and one hundred and one hundred and ninety-fourth positions; (249) Their one hundred and one hundred and one hundred and one hundred and ninety-fifth and one hundred and one hundred and one hundred and one hundred and ninety-sixth positions; (250) Their one hundred and one hundred and one hundred and one hundred and ninety-seventh and one hundred and one hundred and one hundred and one hundred and ninety-eighth positions; (251) Their one hundred and one hundred and one hundred and one hundred and ninety-ninth and one hundred and one hundred and one hundred and one hundred and one hundredth positions; (252) Their one hundred and one hundred and one hundred and one hundred and one hundred and first and one hundred and one hundred and one hundred and one hundred and one hundred and second positions; (253) Their one hundred and one hundred and one hundred and one hundred and one hundred and third and one hundred and one hundred and one hundred and one hundred and one hundred and fourth positions; (254) Their one hundred and one hundred and one hundred and one hundred and one hundred and fifth and one hundred and one hundred and one hundred and one hundred and one hundred and sixth positions; (255) Their one hundred and one hundred and one hundred and one hundred and one hundred and seventh and one hundred and one hundred and one hundred and one hundred and one hundred and eighth positions; (256) Their one hundred and one hundred and one hundred and one hundred and one hundred and ninth and one hundred and one hundred and one hundred and one hundred and one hundred and tenth positions; (257) Their one hundred and one hundred and one hundred and one hundred and one hundred and eleventh and one hundred and one hundred and one hundred and one hundred and one hundred and twelfth positions; (258) Their one hundred and one hundred and one hundred and one hundred and one hundred and thirteenth and one hundred and one hundred and one hundred and one hundred and one hundred and fourteenth positions; (259) Their one hundred and one hundred and one hundred and one hundred and one hundred and fifteenth and one hundred and one hundred and one hundred and one hundred and one hundred and sixteenth positions; (260) Their one hundred and one hundred and one hundred and one hundred and one hundred and seventeenth and one hundred and one hundred and one hundred and one hundred and one hundred and eighteenth positions; (261) Their one hundred and one hundred and one hundred and one hundred and one hundred and nineteenth and one hundred and one hundred and one hundred and one hundred and one hundred and twentieth positions; (262) Their one hundred and one hundred and one hundred and one hundred and one hundred and twenty-first and one hundred and one hundred and one hundred and one hundred and one hundred and twenty-second positions; (263) Their one hundred and one hundred and one hundred and one hundred and one hundred and twenty-third and one hundred and one hundred and one hundred and one hundred and one hundred and twenty-fourth positions; (264) Their one hundred and one hundred and one hundred and one hundred and one hundred and twenty-fifth and one hundred and one hundred and one hundred and one hundred and one hundred and twenty-sixth positions; (265) Their one hundred and one hundred and one hundred and one hundred and one hundred and twenty-seventh and one hundred and one hundred and one hundred and one hundred and one hundred and twenty-eighth positions; (266) Their one hundred and one hundred and one hundred and one hundred and one hundred and twenty-ninth and one hundred and

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